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PART I.

IMPORTANT GOVERNMENT ORDERS.

CHIEF SECRETARIAT.

Railway Administration Report.

READ—

The Administration Report of the Mysore Railway Department for the year 1924-25 received with letter No. R. S. 912, dated the 12th November 1925, from the Agent and Secretary to Government for Railways.

ORDER No. G. 4933-7—G. M. 76-25-3, DATED 6TH JANUARY 1926.

1. *General.*—Mr. C. Dove-Wilson was the Agent and Secretary to Government throughout the year except for about a month in April and May when he was on leave and Khan Sahib A. A. Khan, Traffic Manager, was in charge of the Agent and Secretary's work in addition to his own. On the resumption of the construction of the Nanjangud-Chamrajnagar Railway, Mr. K. Srinivasa Iyengar, Superintendent, Way and Works, was placed in direct administrative charge of the Engineering Section of the Railways and designated Engineer-in-Chief.

2. *Lines under Construction.*—The construction of the Nanjangud-Chamrajnagar Railway was resumed during the year. The total estimated cost of the line is Rs. 12 lakhs. Towards this, the Mysore District Board has raised a loan of Rs. 8 lakhs (the repayment of which has been guaranteed by Government) and the balance has been provided from the accumulated collections of the Railway Cess amounting to Rs. 4 lakhs. Work on the line was started in March 1925 and a sum of Rs. 1,20,351 was spent by the end of the year. Together with the previous expenditure of Rs. 1 lakh, the total expenditure up to the end of the year on this line was Rs. 2,20,351.

3. *Open Lines worked by the M. & S. M. Railway Company.*—The length of open lines worked by the M. & S. M. Railway Company remains the same as before, *viz.*, 271·48 miles. The gross earnings during the year amounted to Rs. 47·12 lakhs and the working expenses to Rs. 27·67 lakhs. The gross earnings were about Rs. 2 lakhs more than in the previous year, but this has not resulted in any improvement in the net income from the Railways as the increase in the working expenses was a little over Rs. 2 lakhs which is stated to be due to an increase in the combined working expenses over the whole M. & S. M. Railways. The net gain to the State was Rs. 9,76,508 or Rs. 58,254 less than in the previous year, the return working out to 5·48 per cent on the capital outlay in the year as against 5·44 per cent in 1923-24.

4. *Lines worked by the State.*—(1) The total mileage under this head was 402 miles and the capital cost Rs. 2,99,95,055. The net addition to the capital outlay during the year was Rs. 5,89,417. The outlay on Engineering works was Rs. 5,74,477, the bulk of the expenditure being due to the improved standard of permanent way used on renewals on the Bangalore-Mysore Section. The outlay on rolling stock was Rs. 1,73,782. Two American Engines and 12 timber trucks were purchased for the use of the tramways to meet the increased requirements of the timber traffic. Some of the Metre Gauge stock for the Mysore-Arsikere Railway and two heavy brake-vans for the Narrow Gauge were locally constructed.

(2) The gross earnings of the State-worked lines during the year under report amounted to Rs. 34,46,949 against Rs. 31,39,371 in the previous year showing an increase of Rs. 3,07,578 both under coaching as well as goods. The number of passengers carried exceeded the number during the previous year by 2,53,892 and the tonnage of goods carried was 7,062 more than in the previous year. The improvement is due to improved economic conditions brought about by a very favourable south-west monsoon and to heavier passenger traffic during Dasara and the festivals at Sravanbelgola and Melkote. Though the first and second class fares were reduced from 30 pies and 15 pies per mile to 24 pies and 12 pies per mile, respectively, the number of passengers in these classes has not shown any increase. The introduction of the Intermediate class has also affected the second class passenger traffic.

The working expenses decreased from Rs. 32,79,873 in 1923-24 to Rs. 28,98,089 in 1924-25. There was a considerable saving of expenditure in all departments. The net receipts amounted to Rs. 5,19,000 as against Rs. 82,000 in the previous year, giving a return of 1·75 per cent on the capital outlay as against ·29 per cent in the previous year.

(3) *Depreciation Reserve.*—The formation of a depreciation reserve was started during the year with an initial contribution of Rs. 6,87,000 from revenue. A sum of Rs. 5,69,185 was provided out of this fund towards the renewal of the permanent way on the Bangalore-Mysore Section and certain special heavy repairs and replacements of rolling-stock. The balance at the end of the year was Rs. 1,17,815.

5. *Stores.*—There were stores in the Department of the value of Rs. 10,96,665 at the beginning of the year. Local and foreign purchases made during the year amounted to Rs. 12,72,472 and Rs. 5,46,895, respectively. Of this, orders of the value of Rs. 1,93,348 were placed by the Chief Storekeeper and the rest by the Stores Purchase Committee. The issues to capital and revenue during the year were Rs. 7,68,321 and Rs. 11,43,368, respectively.

6. *Accidents, etc.*—Three persons were run over by trains and killed during the year and three persons were injured. The number of engine failures during the year was 40 as against 92 in the previous year. There were 109 cattle accidents as against 112 in the previous year.

7. *Floods, Fires and Damages.*—On account of the floods of August 1924, the Shimoga Railway Station was badly flooded and damage was done to the tramways. The permanent way on the Kapini bridge was carried down stream by the river overflowing the parapets. The total cost of the flood damages amounted to Rs. 15,000.

The goods-shed at Mysore was burnt down on the 14th February 1925, and goods to the approximate value of Rs. 40,000 were destroyed. The cause of the fire is unknown.

8. *Improvements and Facilities.*—The question of undertaking the construction of the Kadur-Chikmagalur Railway has been taken up for consideration and certain preliminary negotiations have been carried on by the Chikmagalur District Board for executing this work. The financial possibilities of an extension of the Birur-Shimoga Branch from Shimoga to Kumsi were also investigated.

All but 13 miles of the permanent way between Bangalore and Mysore have now been renewed.

The north end of the Mysore Station yard has been remodelled.

A flag station between Hole-Narsipur and Mavinkere was opened.

The Intermediate Class accommodation on the Mysore-Arsikere Sections was introduced.

8. A consolidated General Rules Book applicable to all sections of Mysore Railways was issued with the approval of the Government of India in the place of two sets which had been in force previously.

A scheme was sanctioned during the year for training some young men as Engine Drivers and three candidates selected from the Mechanical Engineering School, are undergoing training.

9. The administration of the Mysore Railways showed improvement during the year, but there is further scope for the reduction of working expenses and improvement in the service. The working of the railways has, on the whole, been satisfactory, and the thanks of the Government are due to the Agent, Mr. Dove-Wilson and his staff, for their efficient management.

P. G. D'SOUZA,
Chief Secretary to Government.

REVENUE SECRETARIAT.

Custody and Sale of Seamless Measures.

READ—

Government Order, No. 6776-7—I. & C. 94-23-21, dated 7th April 1925, fixing the price for the sale of Seamless Measures to the public and calling for proposals from the Director of Industries and Commerce, in regard to the arrangements to be made for the custody and sale of measures at the several places, the accounts to be maintained by the Selling Agency, the returns to be furnished by them, etc.

2. Letter, No. G. 1063—C. S., dated 15th May 1925, from the Director, Industries and Commerce, submitting proposals for the distribution of weights and measures for sale to the public.

3. Letter No. G. 227—C. S., dated 31st August 1925, from the Director, Industries and Commerce, submitting a note regarding the arrangements to be made for the sale of weights and measures in the State.

4. Letter No. G. 340, dated 19th October 1925, from the Director, Industries and Commerce, requesting that the Comptroller may be authorised to pass all the detailed contingent bills that may be presented by him in connection with petty items of expenditure, such as, packing, etc., against weight and measures advance account.

ORDER NO. I. C. 4101-4111—I. & C. 94-23-39, DATED 17TH DECEMBER 1925.

Government are pleased to sanction the following arrangements in connection with the distribution and sale of the Seamless Measures manufactured by the Mysore Premier Metal Factory:—

(1) The certified standard sets of measures of all sizes of capacity will be made available in all Taluk Treasuries for sale to the public. Each Treasury will be kept supplied by the Director of Industries and Commerce, with a certain number of these sets according to requirements. The Treasury Officers concerned will be responsible for keeping a sufficient stock in the Treasuries by sending indents to the Director from time to time. The Taluk Treasuries should maintain a stock account similar to that prescribed for stamps showing the receipts, issues and balance in stock, of the measures at the close of each day.

(2) Commissioned vendors may also be appointed by the Deputy Commissioners for selling the certified standard measures. Such vendors will be given a commission of one anna in the rupee. The measures should be issued to them only on payment of the value of the measures after deducting the commission. The commission allowed should be separately charged off under a service head with a view to make the advance account complete and always easily reconcilable with the relative stock account. Direct sales to the public from the Treasuries will not be subject to any deduction on account of commission.

(3) In the event of the commissioned vendors returning the measures issued to them on the ground of their inability to find a sale for them, the measures may be taken back by the Treasuries from which they were issued, and the price paid therefor refunded, provided the measures are returned in good condition. The full value of the measures returned unsold should be redebited to the advance account and the corresponding commission charge reduced.